No: 7/86 Ref: 1b

Aircraft type

and registration: Jodel DR1050 G-BKWF

No & Type of engines: One Rolls Royce Continental 0-200-A piston engine

Year of Manufacture: 1962

Date and time (GMT): 29 April 1986 at about 1055 hrs

Location: Stapleford Airfield, Essex

Type of flight: Private (pleasure)

Persons on board: Crew -1 Passengers -2

Injuries: Crew — 1 (Fatal) Passengers — 2 (Fatal)

Nature of damage: Destroyed by fire

Commander's Licence: Private Pilot's Licence

Commander's Age: 61 years

Commander's Total

Flying Experience: 460 hours (of which 137 were on type)

Information Source: AIB Field Investigation.

The aircraft took off from its base at Stapleford Airfield about 1020 hrs for a flight in the local area. The weather at the time was fine and sunny with a surface wind of 290°/10 knots which gave a crosswind component on the runway in use of about 10 knots.

Thirty minutes later a number of witnesses saw the aircraft on its final approach to runway 22 and reported an approach that was perhaps only slightly above an ideal glide path. It was observed that the aircraft's spoilers were out as it crossed over the airfield boundary and that everything looked normal down to a height of about twenty feet. The left wing was then seen to drop suddenly and strike the ground, following which the aircraft cartwheeled on to its nose, then on to its back and burst into flames.

The ensuing fire was observed by a mechanic near the flying club who called a colleague and together ran over to man the airfield crash vehicle. Despite using up all the available media they were unable to extinguish the fire which eventually burned itself out.

Examination of the crash site showed that the aircraft's left wing tip had struck the ground first. At impact the aircraft was considerably to the left of the runway centreline and heading approximately 195° (M) whilst banked about 70° to the left. After the inital impact the aircraft cartwheeled, coming to rest with the left wing folded underneath.

The degree of fire damage to the wood and fabric structure precluded an accurate assessment of the pre-impact integrity of the aircraft but no evidence of features which might have suggested structural or control failure was observed. Evidence of propeller impacts indicated that the engine was running but not producing significant power at impact. There was evidence of considerable quantities of fuel in both front and rear tanks.

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The postmortem examination the accident.	n did not rev	eal any i	medical fac	ctors whicl	h caused or c	ontributed to
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